



TENTATIVE AGENDA
OTTUMWA CITY COUNCIL

SPECIAL MEETING NO. 12
Room 8B – Depot Conference Room

March 27, 2025
4:00 O’Clock P.M.

PLEDGE OF ALLEGIANCE

ROLL CALL: Council Member Hoffman, McAntire, Caviness, Reid, Galloway and Mayor Johnson.

APPROVAL OF AGENDA

1. Resolution No. 52-2025, A Resolution Recommitting to Trail Extension and Approving the Iowa’s Transportation Alternatives Program (TAP) Application and Authorizing the Mayor to Sign the Application.

RECOMMENDATION: Pass and adopt Resolution No. 52-2025.

All items on this agenda are subject to discussion and/or action.

ADJOURN

***** It is the goal of the City of Ottumwa that all City Council public meetings are accessible to people with disabilities. If you need assistance in participating in City Council meetings due to a disability as defined under the ADA, please call the City Clerk’s Office at (641) 683-0621 at least one (1) business day prior to the scheduled meeting to request an accommodation. *****



[CITY OF]
O T T U M W A

FAX COVER SHEET

City of Ottumwa

DATE: 3/26/2025 TIME: 11:50 AM NO. OF PAGES 2
(Including Cover Sheet)

TO: News Media CO: _____

FAX NO: _____

FROM: Christina Reinhard

FAX NO: 641-683-0613 PHONE NO: 641-683-0620

MEMO: Tentative Agenda for the Special City Council Meeting #12 to be held on
3/27/2025 at 4:00 P.M. in Room 8B – 2nd Floor Depot Conference Room, 210 West Main
Street.

FAX MULTI TX REPORT

JOB NO. 0467
DEPT. ID 4717
PGS. 2

TX INCOMPLETE -----

TRANSACTION OK 916606271885

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KTVO

Ottumwa Waterworks

Ottumwa Courier

Tom FM



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TX REPORT

JOB NO. 0467
DEPT. ID 4717
ST. TIME 03/26 11:53
SHEETS 2
FILE NAME

TX INCOMPLETE -----

TRANSACTION OK 916606271885

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CITY OF OTTUMWA

Staff Summary

**** ACTION ITEM ****

Council Meeting of: Mar 27, 2025

Philip Rath

Prepared By

Administration

Department

Department Head

City Administrator Approval

AGENDA TITLE: Resolution 52-2025 - A Resolution Recommitting to Trail Extension and Approving the Iowa's Transportation Alternatives Program (TAP) Application and Authorizing the Mayor to Sign the Application

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Public hearing required if this box is checked.

RECOMMENDATION: Pass and adopt Resolution 52-2025

DISCUSSION: The Wapello County Trails Commission is requesting support from the City to submit an application under Iowa's Transportation Alternatives Program (TAP). The requested project is for Phase 1 of a larger project. This phase is to pave a 2,500 linear foot trail from the railroad tracks on West Second St. to Harrow's Branch. The project would also include a small 30' bridge needed to cross Harrow's Branch. Once both phases of the project are complete, an additional 1.4 miles of trail will be added to the existing trail system. The grant is an 80/20 match and the WC Trails Commission will fund raise for the 20% match. The project is anticipated for a 2027 construction date.

Source of Funds: Donation

Budgeted Item:

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Budget Amendment Needed:

RESOLUTION NO. 52-2025

RESOLUTION RECOMMITTING TO TRAIL EXTENSION AND APPROVING THE IOWA'S TRANSPORTATION ALTERNATIVES PROGRAM (TAP) APPLICATION AND AUTHORIZING THE MAYOR TO SIGN THE APPLICATION

WHEREAS, the City of Ottumwa was approached by the Wapello County Trails Commission to submit an application for funds from Iowa's Transportation Alternatives Program (TAP), which included a matching monetary contribution of twenty percent; and

WHEREAS, an approved application would provide funding to extend the existing trail system an additional 2,500 linear feet from the railroad tracks on West Second Street to Harrow's Bridge and would include a small 30' bridge to cross Harrow's Branch; and

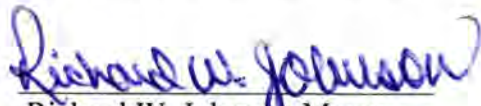
WHEREAS, the Wapello County Trails Commission has committed to raising the twenty percent matching funds for the project; and

WHEREAS, the Commission is asking the City to sponsor the application.

NOW, THEREFORE, BE IT RESOLVED, BY THE CITY COUNCIL OF THE CITY OF OTTUMWA, IOWA, the Wapello County Trails commission is hereby approved to proceed with the Iowa's Transportation Alternatives Program (TAP) application and the Mayor is hereby authorized to sign the application.

APPROVED, PASSED AND ADOPTED, this 27th day of March, 2025.

CITY OF OTTUMWA, IOWA


Richard W. Johnson, Mayor

ATTEST:


Christina Reinhard, City Clerk

Iowa Transportation Alternatives Set-Aside Program Application

Please review the program guidance before completing this application.

https://iowadot.gov/systems_planning/Grant-Programs/Transportation-Alternatives

| PART A – PROJECT SPONSOR INFORMATION | | | | | |
|--|--|-----------------------|-----------------------|----------------------|------------|
| Project Sponsor: | City of Ottumwa | | | | |
| Contact Name: | Phillip Burgmeier | Contact Title: | Public Works Director | | |
| Email Address: | burgmeierp@ottumwa.us | | | | |
| Street Address: | 105 E. Third | | | | |
| City: | Ottumwa | Zip Code: | 52501 | Phone Number: | 6416830600 |
| Unique Entity Identifier (UEI): | JYJHDZHN7LS9 | | | | |
| <i>(To verify existing UEI or to register, go to System for Award Management at https://SAM.gov. The entity name associated with the UEI must match the entity listed on this application as the project sponsor.)</i> | | | | | |
| Metropolitan Planning Organization (MPO) or Regional Planning Affiliation (RPA): | 15 | | | | |
| <i>(To identify your local MPO or RPA, go to https://iowadot.gov/systems_planning/Grant-Programs/Transportation-Alternatives)</i> | | | | | |

| PART B – PROJECT INFORMATION | |
|--|---|
| Project Title. | West End Levee Trail |
| <p>Project Description. The project description entered in the space below should include summary details of only the project scope that is the subject of the funding request. Do not provide details of completed or future phases of a larger project. For a construction project, the description should include the facility name, brief description of the work to be completed, length of the project to be completed, the project end points or termini, and any existing connecting trails or facilities.</p> <p>This project will create a 2,475 foot concrete trail section on Ottumwa’s west end levee as part of a multi-phase project. The project will start at West Second Street just past the railroad crossing (41.028917, -92.426940) and follow the Des Moines River levee to Harrow’s Branch (41.031749, -92.430223). A 30’ pedestrian bridge will also be purchased and installed to cross Harrow’s Branch. This trail section is located near the trail behind Gateway Drive on the Des Moines River levee.</p> | |
| Is this application intended to be considered for funding as a Safe Routes to School (SRTS) project? If yes, Part E of this application form must be completed. If a SRTS construction project, the project must be located within 2 miles of a school serving students K-12. | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |
| Is this application located immediately adjacent to a state-designated Iowa Byway? If yes, the project should be identified in the byway’s adopted Corridor Management Plan and the application shall include an endorsement of the project by the local byway organization. | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |
| Upon completion, will the project be open to the public? | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No |
| Do you intend to charge a fee to users? If yes, how much will the fee be and how will the revenue be used? | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |

PART C – PROJECT COSTS AND MATCHING FUNDS

Complete the table below by identifying the estimated project costs. Costs should reflect estimated costs in the execution year when funds are programmed and the project is ready to proceed. COLUMN 1 is the total project cost to the project sponsor and will include all costs whether TA Set-Aside reimbursement is intended or the costs will be paid entirely with local or other funds. Most project sponsors do not intend to request reimbursement toward all project costs. The amount listed in COLUMN 1 for each type of cost should also be placed in either COLUMN 2 or COLUMN 3. The costs listed in COLUMN 2 are those that are not intended to be claimed for TA Set-Aside reimbursement. Costs listed in COLUMN 3 are costs the project sponsor does intend to claim for reimbursement. No row should have costs in all three columns and the total of COLUMN 2 plus the total of COLUMN 3 should equal the total of COLUMN 1.

| | COLUMN 1 Total Estimated Project Cost to Project Sponsor | COLUMN 2 No TA Set-Aside Reimbursement Planned | COLUMN 3 Intend to Claim TA Set-Aside Reimbursement |
|--------------------------------------|--|--|---|
| Right-of-way Acquisition: | \$ | \$ | \$ |
| Preliminary Design/Engineering: | \$ | \$ | \$ |
| Construction: | \$ 314750 | \$ 75500 | \$ 377750 |
| Construction Engineering: | \$ 31500 | \$ | \$ |
| Other (please identify) Contingency: | \$ 31500 | \$ | \$ |
| Other (please identify) : | \$ | \$ | \$ |
| Total: | \$ 377750 | \$ 75500 | \$ 377750 |

A: Total to be Claimed for Reimbursement (*Total COLUMN 3*) \$ 377750
B: Transportation Alternatives Set-Aside Funding Request (*Maximum 80% of Total COLUMN 3*) \$ 302200
C: Required Local Match (*Difference A-B; Minimum 20% of Total COLUMN 3*) \$ 75500
D: Total Cost to Project Sponsor* (*C + Total COLUMN 2*) \$ 377750

* Project Sponsor is also responsible for all cost overruns

Matching Funds: Please identify all sources of funds for the project and indicate if they are federal, state, local, or private funds; the intended use (if limited or different from the scope of this application); whether the funds are secured or only anticipated; when the funds will be available for use by the project sponsor, and any conditions placed on the use of the funds in the space provided below. The total of all entries listed here should equal **(D)** above. If funds are not yet secured for 100% of the total cost to the project sponsor, the list below should identify the outstanding funding gap.

Example: \$100,000 grant from ABC Foundation (private) awarded July 2022 for design costs only. Design must be completed by December 2024 to receive funds.

Example: \$250,000 State Recreational Trails grant awarded October 2023. Project must be completed by July 2025.

Example: \$250,000 included in city CIP for FY2024.

Example: \$400,000 remains unfunded.

Example: Application to private foundation pending for \$100,000 request. Anticipate award March 2024.

Wapello County Trails Council will be responsible for the required 20% match, \$55,895. This will come from local funds and is anticipated to be available in 2027.

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PART D – PROJECT DEVELOPMENT MILESTONES

Please provide a timeline of your project milestones below. For a construction project (or as applicable), estimated dates should be identified for major milestones such as: submittal of a concept statement, anticipated NEPA clearance, initiation of preliminary design, acquisition of right-of-way, completion of final design, planned project letting date, start of construction, estimated construction completion date, completion of a final construction audit, and when final closure of the project is expected. Add any additional milestones as appropriate for your project. Projects will be required to be let within two years of funds being available (programmed in the TIP/STIP) to the project. Upon award and execution of a project funding agreement, projects that fail to make satisfactory progress may be terminated by Iowa DOT.

| DATE | PROJECT MILESTONE |
|----------------|--|
| July 2026 | Submittal of concept statement |
| September 2026 | Anticipated NEPA clearance |
| September 2026 | Initiation of preliminary design |
| | |
| December 2026 | Completion of final designs |
| January 2027 | Planned project letting date |
| April 2027 | Construction start date |
| October 2027 | Estimated construction completion date |
| November 2027 | Completion of final construction audit |
| December 2027 | Final closure of project |
| | |
| | |

PART E – SAFE ROUTES TO SCHOOL PROJECT INFORMATION (ONLY IF APPLICABLE)

This section is only required to be completed if requesting funding for a Safe Routes to School project.

Survey data collected. A Safe Routes to School project is required to have completed the necessary planning and preparation activities including collecting data about the school(s) and student population. Please see <http://saferoutesdata.org> for forms, tips, and instructions. Please **DO NOT** provide your survey forms with this application.

School Name(s):
 Grades of students at school(s):
 Number of students at school(s):
 Number of K-12 students at school(s):
 Distance eligibility for riding a bus (radius) in miles:
 Number of K-12 students who currently walk to school:
 Number of K-12 students who currently bicycle to school:
 Number of K-12 students currently driven to school:
 Number of K-12 students currently bused to school:
 Number of K-12 students eligible for busing:
 Number of K-12 students who attend this school and live within 2 miles:

Evaluating the Success of the Project. Please discuss your plans for evaluating the success of the project. The SRTS program goal is to enable and encourage more students to walk and bicycle to school. How will you measure your success? What method will you use to determine whether more students are walking or bicycling to school? What are your specific user goals for this project? Your plans for measurement should minimally include using the student survey forms provided at <http://saferoutesdata.org> to gather before and after figures for the number of K-12 students who are: walking to school, bicycle to school, driven to school, and bused to school. Please provide a narrative response in the space provided below. **BE AS CONCISE AS POSSIBLE.**

PART F – NARRATIVE QUESTIONS

Please provide a narrative response to each question in the space provided for each question below.
BE AS CONCISE AS POSSIBLE

1. **Detailed Description of the Project.** Please provide a clear description of the concept of the proposed project, including such information as existing site conditions, trail length, number/acreage of parcels to be acquired, general construction activities planned, etc. For a non-construction project, provide a summary of the planned activities to be part of the project with a description of each. Remember to provide summary details of only the project scope that is the subject of the funding request. Do not provide details of completed or future phases of a project.
 - The City of Ottumwa, in collaboration with the Wapello County Trails Council, will construct the first phase of a two-phase project on Ottumwa's west end levee. The trail, when completed, will extend the north levee trail while providing connectivity to west end neighborhoods.
 - **History**— In 2000, proceeds from Ottumwa's overnight RAGBRAI® stopover were donated for trail development. Combined with the city and other resources, the result was a 1.25-mile paved trail section on a portion of the south Des Moines River levee.
 - Increased interest in trail development led to the formation of the Wapello County Trails Council in 2006. After hosting several public meetings, a mission statement and master plan was developed. The trail sections were then prioritized, and fundraising began. In the past 20 years, the Wapello County Trails Council has successfully leveraged funding to construct over 10 miles of paved trails on the north and south Des Moines River levees and on an abandoned railroad bed on Ottumwa's south side. To date, the council has raised approximately \$3.3 million towards trail development and enhancement.

- In 2014, a REAP grant was used to apply lime chips to the west end levee, creating a 7,345-foot trail on property owned by the City of Ottumwa. A permanent surface was not constructed at the time based on concerns that the Army Corps of Engineers would require the city to raise the levee height due to flooding. Eventually, the Army Corps concluded that the levee height did not need to be raised.
- After this chipped section was completed, the city intended to install a bridge over Harrow's Branch. The bridge was never constructed and the challenge of traversing from the levee, down to West Second and back up on the other side resulted in little use from regular trail users. Today, there is little evidence that the trail exists.
- Over two years ago, the Legacy Foundation launched the West End Ignited initiative. The effort was to enhance Ottumwa's west end neighborhoods. Through an investment of \$138,000, 40 properties were enhanced; 28 trees and 144 plants were planted; six new business signs were installed; and public art was placed in two locations. The trails council felt the time was right to install a permanent trail on the west end levee to further enhance the area and create connections between Ottumwa's west end and the larger trail system.
- The **West End Levee Trail** section will extend the existing north levee trail another 1.4 miles, creating a total of 5 miles of trail on the north levee. This levee project runs parallel to West Second Street. This not only creates a longer trail but also provides a link from Ottumwa's west end neighborhoods to the levee trails. It also connects to one of Ottumwa's rural bicycle routes. By eventually extending the trail to Forrest Street, bikers will be able to safely bike through Ottumwa's west neighborhoods and access 145th Street (locally known as Brick Plant Road) to bike north to the airport and other rural bike routes that exist in rural Wapello County.
- This project will be completed in two phases. This application is for Phase I. In Phase I, a 10-foot-wide trail will begin near Benton Street just past the railroad tracks crossing West Second Street and travel west to Harrow's Branch, approximately 2,475 linear feet. A 30' bridge will also be installed as part of this phase. Phase II, to be completed later, will continue the paved concrete trail from Harrow's Branch to Forrest Street, connecting back to West Second Street. Phase II will be approximately 4,870 linear feet. This area is located just past the Midwest Little League fields.

2. Impact of the Project. If this is an application to a regional program, what is the project's value to the region and how will it be a functional addition to the transportation system and region as a whole if no additional development funds are received? If this is a statewide or multi-regional project, assess the value of this project from a statewide or multi-regional perspective. How does the proposed project meet the intent of the program? Upon completion, will the proposed project contribute to the quality of life, utility of the transportation system, or tourism appeal? What degree of planning has been implemented to complete the project?

- This project has three primary impacts: 1) Increase the total miles of Ottumwa's trail system. Once completed, the West End Levee Trail will add an additional 1.4 miles to Ottumwa's trail system; 2) Link Ottumwa's west end neighborhoods to the existing levee trails; and 3) Provide a safe connection to one of Ottumwa's rural bicycle routes.
- By extending the trail to Forrest Street during Phase II, bikers will be able to safely bike through Ottumwa's west neighborhoods and access 145th Street (locally known as Brick Plant Road) to bike north to the airport as well as access other rural bike routes that exist in Wapello County.
- Another benefit is the improved health of the residents of Ottumwa and Wapello County. According to information from the Iowa Department of Public Health, "physical activity as a public health initiative is becoming more accepted. Both health and community planners are recognizing the value of walking for a wide range of citizens. These planners now have more

evidence that if they build trails, people will follow." This is evident with Ottumwa's trail system. Hikers and bikers are frequently seen using new trails immediately after paving is completed.

3. **Alignment with Local, Regional, or Statewide Planning Documents.** What is the relationship of the proposed project to a local, regional, or statewide plan? For example, how does the proposed project align with the Iowa Bicycle and Pedestrian Long-Range Plan and any applicable adopted regional, county, or municipal trail plan? It is preferred that links to documents publicly available online and specific page references be provided.
- The concept for the West End Levee Trail was first identified in 2012 as the city and trails council continued to collaborate to expand trail development. Since then, it has been included in at least four subsequent local and regional plans, including: Pathways to Healthy Neighborhoods: Ottumwa Bicycle and Pedestrian Plan (2017); Forward 2040: RPA 15 Long-Range Transportation Plan(2019); Our Ottumwa: 2040 Comprehensive Plan (2020); and the RPA 2021 Regional Trails Plan (Draft 2020).
 - **Ottumwa's Bicycle and Pedestrian Plan** was designed to create pathways to link neighborhoods to outdoor activity areas including the park, school, or existing trails. The plan's goal is to encourage residents to walk, run or bike from their neighborhood to an activity by having a safe facility and creating a healthy community. This plan includes the West End Levee Trail as a proposed trail. This plan is incorporated into the RPA 15 Long Range Transportation Plan and City of Ottumwa's Comprehensive Plan.
(<https://file.wapellocountytrails.com/WCT%20Info/OttumwaBicycleandPedestrianPlan.pdf>)
 - **Forward 2040: the RPA 15 Long-Range Transportation Plan** serves to examine the region's existing transportation system, explore its transportation needs, and guide project selection by the planning affiliation. Page 108 of the Forward 2040 plan lists future improvements for Wapello County and Ottumwa. The plan identifies implementation of the Ottumwa Bicycle and Pedestrian Plan. This plan is included in Area 15 Regional Planning's Long-Range Transportation Plan (pp 183-186). The West End Levee Trail is also consistent with the priorities and strategies that have been identified for improving trails in the Long-Range Transportation Plan on pages 113-14, specifically by improving access to trails through creating links from existing facilities to neighborhoods without trail connectivity.
(https://www.area15rpc.com/_files/ugd/ec775e_9d21a2b7d3f247b2ba6999f81e246012.pdf)
 - **Our Ottumwa: 2040 Comprehensive Plan** provides an analysis of existing conditions within the city and serves as a guidebook for future growth. The plan assists the City of Ottumwa with decision-making on land use, natural resources, and infrastructure. Pages 53-54 incorporate the bicycle and pedestrian plan and includes the West End Levee Trail from the bike/pedestrian plan linking to existing trails. This project is consistent with the quality-of-life goal #2 of the plan as shown on page 57 to expand Ottumwa's trails network. Pedestrian and Bike Facility Plan is also mentioned starting on page 123.
(<https://www.gopip.org/economic-development/city-of-ottumwa-2040-comprehensive-plan>)
 - **The Regional Trails Plan** provides an overview of existing and proposed trails within the region and identifies goals for future investment by planning affiliation. This draft plan includes projects that have been completed, modified, and new projects since the Long-Range Transportation Plan in 2019 and the previous trails plan in 2016. Future improvements for Wapello County and Ottumwa are identified on page 40. This includes "Paving the trail on the north levee." Bicycle and Pedestrian plan maps, included on pages 40-43, were updated to include completed and soon-to-be completed corridor segments, and the addition or modification of projects. The West End Levee Trail is located in the Union Park area, identified in the plan.
(https://www.area15rpc.com/_files/ugd/ec775e_2c98fb814373450e8320ee23948a90ba.pdf)

- Creating connections with this project is consistent with the Iowa Bicycle and Pedestrian Plan (2018). The West End Levee Trail aligns with the goals outlined in Chapter 2, specifically to "develop infrastructure to create an interconnected network of on-road bikeways, sidewalks, multi-use trails and end-of-trip facilities that use the appropriate facility type to "connect people to where they want to go" and to connect discontinuous sections.

- 4. Federal-aid Highway Project Development Process, Understanding and Capacity.** What previous experience does existing project sponsor staff have with the federal-aid highway project development process? Has past performance resulted in successful projects that delivered the projects in a timely and compliant manner? Does existing staff have the capacity to administer the proposed project? Has the project sponsor demonstrated an understanding of the program rules? What strategies will be implemented to deliver the proposed project successfully?

The City of Ottumwa has a long history of successful project administration utilizing state and federal funds. These projects were completed in a timely manner, meeting all project rules and regulations. Here is a list of some recent trail and road projects administered by the City of Ottumwa:

Trail projects administered by the City of Ottumwa utilizing federal aid:

| | | |
|------|-----------------------------|-----------|
| 2020 | Milner Neighborhood Trail | \$204,968 |
| 2010 | Grey Eagle to E City Limits | \$131,654 |
| 2009 | South Loop Trail | \$161,451 |

Road projects administered by City of Ottumwa (DOT STBG/SWAP)

| | | |
|------|---------------|---------------------------|
| 2024 | Mary Street | \$2,897,831 (state funds) |
| 2020 | Milner Street | \$1,629,508 (state funds) |
| 2017 | E Main Street | \$1,170,641 (federal aid) |

Bridge project administered by the City of Ottumwa

| | | |
|------|----------------------|--------------------------------|
| 2014 | Market Street Bridge | \$1,458,866 STBG (federal aid) |
|------|----------------------|--------------------------------|

Public Works Director, Phillip Burgmeier, will lead this project. He has led a variety of projects for the city in his role as an engineer. Using his past project experience, he will successfully complete this expansion of our existing trails..

- 5. Contribution Toward Safety for All Transportation Modes.** How would the proposed project address the safety of all users such as those who walk, bike, drive, ride transit, or travel by other modes? To what degree will the proposed project address any existing safety needs or concerns?

- Use of Ottumwa's trails provides increased safety for both pedestrians and bikers. There are many areas in our community where these recreational users share the road with vehicles. Increasing the number of miles of trails provides increased safety for those seeking health and recreation benefits.
- Trails can also improve neighborhood safety with increased trail use.
- According to Rails to Trails, "Trails and greenways are often seen narrowly when it comes to their benefits. People tend to focus on recreational or environmental aspects . . . failing to see the big picture . . . including public health, economic and transportation benefits, and even the effect on community pride and identity."
- According to Rails to Trails, "Half of all trips in the United States are within a 20-minute bike ride and a quarter are within a 20-minute walk. Trails can be a crucial element to a seamless . . . multi-modal transportation system."

6. Enhancement of Statewide Tourism Benefits. How will the proposed project enhance tourism in Iowa by attracting visitors from out-of-state? What are the economic benefits of the proposed project to the state?

The Wapello County Trail System is one of *Meet Ottumwa's* favorite area attractions to promote, according to Director Laura Carroll. According to Carroll, walkability is at the top of many visitors' list of towns they want to explore, so we passionately support any effort to get them out and about in our city. Travelers are always looking for interesting, one-of-a-kind things to do. The West End Levee also provides scenic views of the Des Moines River, Turkey Island, wildlife, and links to parks.

"We invite our visitors and meeting attendees to explore the trail loops along the Des Moines River. We include a map of the trails in every visitor guide we send out, and it is featured prominently in all of our proposals to bring new conferences, conventions, and meetings into our community. The trails are both great for outdoor recreation and a unique way to explore our city."

7. Need for the Proposed Project. Why is the project needed in the area and what population will it serve? How will the proposed project satisfy that need? Provide adequate project justification based on existing or estimated future use of the facility. In addition to general need, please focus on how the project impacts high need areas such as low-income, transit-dependent, rural, or other areas? How will the proposed project improve the overall mobility of these areas and how has this population been engaged in the planning for the proposed project?

- Our community relies on outside funding sources to assist in trail development. Ottumwa is a community of over 25,000 people with a median income of approximately \$36,976 (Source: US Census Bureau). Due to the significant percentage of Ottumwa School District students who are eligible to participate in the federal free and reduced lunch program, the district can provide free breakfast and lunch to all students.
- With the support of outside funds such as TAP, Ottumwa can maximize local fundraising efforts to expand the trail system which attracts a diverse population from the community and surrounding areas. Without this assistance, it would take years to expand and enhance the trail system.
- According to AI Overview on Google, "Trail development can play a crucial role in addressing poverty by promoting economic revitalization; improving access to recreation and healthy lifestyles; and fostering community engagement, particularly in underserved areas." This has a direct correlation to this project and its location.
- This proposed trail project will address several needs. 1) Trail Expansion - The proposed trail will add approximately 1.4 miles of new trail to the existing system. 2) Connectivity - The proposed trail will connect to all existing trails within the levee system and Greater Ottumwa Park via West Second Street to Clay to the Gateway Drive trailhead. 3) Access - The proposed trail will increase access from the west end to Ottumwa's central business district and recreation and event opportunities within Greater Ottumwa Park. 4) Bike to Work - The trail will increase the potential for use as an alternative mode of transportation to work for those living in the west end. While the proposed trail will serve the entire community and visitors to Ottumwa, west end residents will be impacted most.
- All Ottumwa residents had the opportunity to share their opinions on trail development as part of the planning process described earlier in this application in the "Alignment with Local, Regional, and Statewide Planning Documents" section.

8. Improve Accessibility. What efforts have been made to go beyond compliance with the Americans with Disabilities Act (ADA) of 1990 to ensure the proposed project will be accessible and usable by individuals with disabilities?

- The West End Levee Trail will meet all ADA guidelines for trails, including surface material, width, and slope. The bridge at Harrow's Branch will also meet all requirements including safe transitions between bridge and trail. Due to the location of this trail section, it will also ensure underserved residents have access to trails and the benefits they offer.
- Trails provide free access to recreation and physical activities, making them accessible to our entire community—from the elderly to young families and their children to our growing Hispanic population. Many area trailheads are also handicapped assessable. All groups have been observed using the existing trails. Studies show that as trail systems are developed, they not only attract community members but area recreational users as well. Wapello County is the most populated county within the five-county region served by Area 15 Regional Planning.

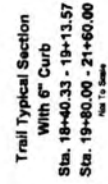
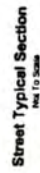
9. Long-Term Maintenance Plan. What arrangements have been made to continue operation and maintenance of the proposed project after the project is complete? For example, has a maintenance fund or an endowment been established?

- The City of Ottumwa is committed to maintaining the West End Levee Trail for the public good. The city's parks department performs mowing and clearing of vegetation while the engineering department is responsible for contractual repairs of the trail system around Ottumwa. Many repairs that may be needed can be performed in-house by the street department's crews. Larger repair projects are contracted out. Funding for regular maintenance items is included in the departmental budget. For repairs, the city uses its road use or CIP funds. The Wapello County Trails Council also does fundraising to assist the city with trail development and minor repairs. City crews can replace, or repair PCC sections as needed. Large HMA repairs, if needed, are contracted out.
- The City and Trails Council are currently in the process of developing a Memorandum of Understanding that more clearly outlines the roles of each partner.

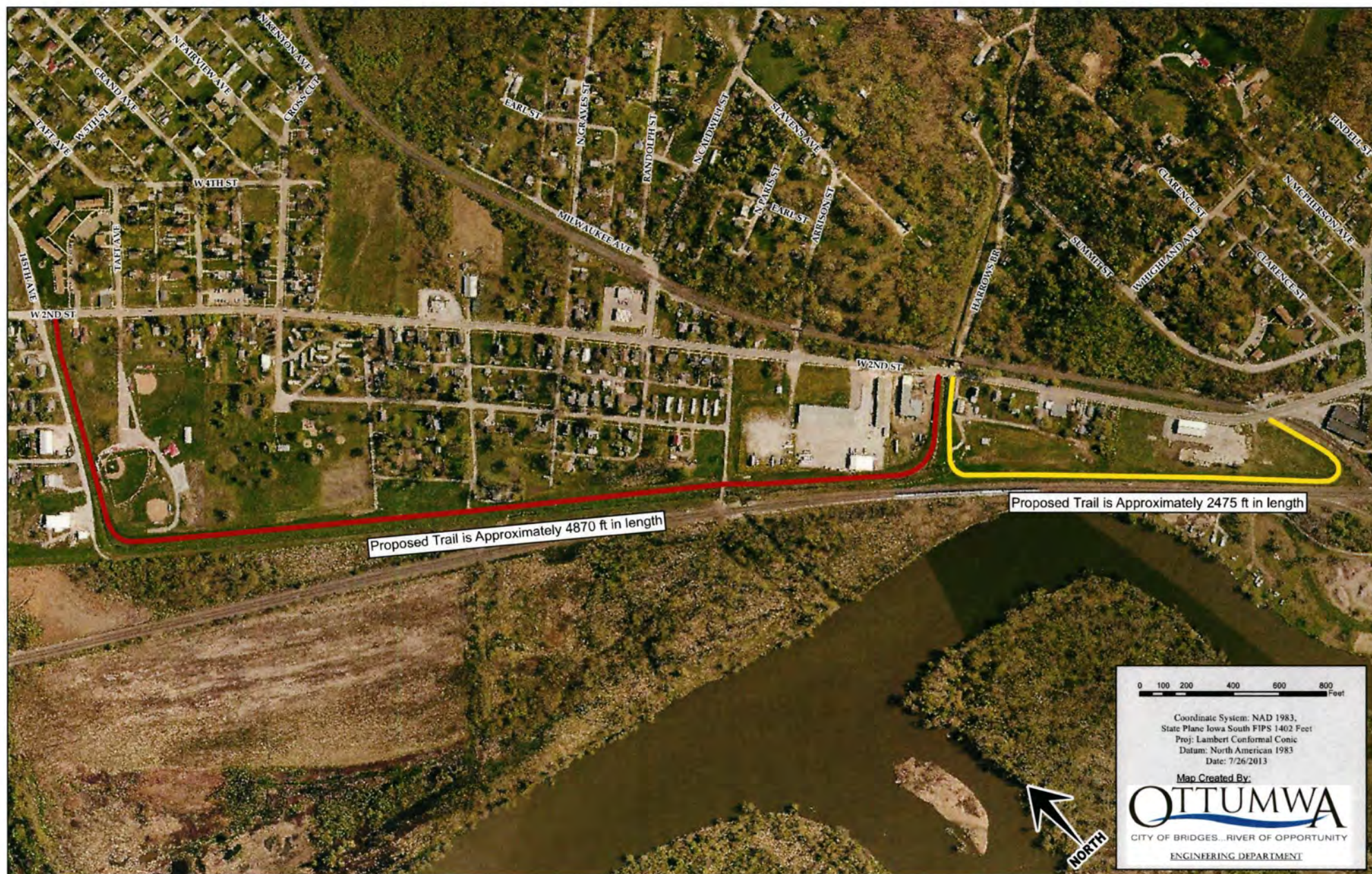
10. Project Readiness. Is the project ready for development? Please describe efforts taken to prepare for developing the project. How has the project sponsor prepared for the proposed project by resolving any potential obstacles? Will the project proceed without delay upon award of funding?

- The West End Levee Trail is ready for development when funding becomes available. There are no existing obstacles to construction on the city's levee system.
- The Wapello County Trails Council actively seeks funding on an ongoing basis to support planned projects. As listed on the wapellocountytrails.com, the council has a successful track record of raising funds to complete projects. Since this project is scheduled for completion in 2027, the council has adequate time to raise the required 20% match needed for TAP funding.

- 11. Public Input Process.** Please discuss the public input process that was followed and the extent to which adjacent property owners and others have been informed of the proposed project and an assessment of their acceptance. Also include discussion of any partnerships among local organizations and stakeholders that this project may help to facilitate or how these entities or individuals have contributed to the development of the project concept or have committed financial or other support to the project.
- Ottumwa's Bicycle and Pedestrian Plan was developed through consultations between the City of Ottumwa and the Wapello County Trails Council. A presentation to the Ottumwa City Council on the plan received significant local news coverage, with coverage in the newspaper and on local television stations. The trails plan was adopted in 2017 and incorporated into subsequent local and regional planning documents.
 - The bicycle and pedestrian plan was incorporated into Our Ottumwa: 2040 Comprehensive Plan. This plan included the expansion of the local trails network. To reach the widest range of residents, the City developed a communication plan to guide citizen involvement and provided a variety of engagement opportunities. A website was created and maintained during the process to provide information about the plan, publicize meetings, and create a source of public input via a comment section. An advisory committee, consisting of representatives from the city, local organizations, and citizens met regularly and provided feedback. A public workshop was held to provide an overview and offer mapping exercises and other activities for attendees. Public input was also gathered through a community survey that asked residents thirty-five questions about life in Ottumwa.



| | | | | | | |
|------------|-----------|-----------------------------|-----------------|----------------|------------------------|--------------|
| FILE NO. | DATE | DESIGN TEAM | CITY OF OTTUMWA | WAPELLO COUNTY | PROJECT NUMBER | SHEET NUMBER |
| 18-10-2018 | 4-27-2020 | JEOP CONSULTING GROUP, INC. | | | TAP-U-5825(648)--81-90 | 8.1 |





View from West End Levee Trail beginning at railroad crossing.



Levee located between railroad tracks and storage business. It makes a dramatic turn to follow the river to the west.



Levee trail makes another turn as it heads towards West Second at Harrow's Branch.



Pier view at Harrow's Branch crossing along West Second Street.



Close view of piers at Harrow's Branch.

Harrows Branch Trail Phase 1
Construction Estimate
3-25-2025 SM

10' PCC Trail w/ 10' wide-Wood Deck, Steel I Beam Bridge

| Item No | Item Description | Unit | Quantity | Price | Total |
|---------|---|------|----------|--------------------|---------------------|
| 1 | CLASS 10 Excavation | CY | 250 | \$50.00 | \$12,500.00 |
| 2 | 10' PCC Trail, 6" Thick | SY | 2765 | \$75.00 | \$207,375.00 |
| 3 | WOOD DECK BRIDGE W/STEEL I BEAM, 10' | LS | 1 | \$20,000.00 | \$20,000.00 |
| 4 | COMBINED RETAINING WALL/SIDEWALK | CY | 9 | \$500.00 | \$4,500.00 |
| 5 | 3/4" ROAD STONE | TN | 55 | \$25.00 | \$1,375.00 |
| 6 | CHAINLINK FENCE, BLACK | LS | 1 | \$6,000.00 | \$6,000.00 |
| 7 | SEEDING AND FERTILIZING & MULCHING | LS | 1 | \$1,500.00 | \$1,500.00 |
| 8 | CONSTRUCTION SURVEY | LS | 1 | \$3,500.00 | \$3,500.00 |
| 9 | MOBILIZATION | LS | 1 | \$5,000.00 | \$5,000.00 |
| 10 | TRAFFIC CONTROL | LS | 1 | \$1,000.00 | \$1,000.00 |
| 11 | CONCRETE WASHOUT | LS | 1 | \$2,000.00 | \$2,000.00 |
| 12 | EASEMENT-RAILROAD COORDINATION | LS | 1 | \$50,000.00 | \$50,000.00 |
| | | | | | |
| | | | | Total | \$314,750.00 |
| | Remove 3" of rock and reuse as shoulder material. | | | Contingency (10%) | \$31,500.00 |
| | | | | Engineering (10%) | \$31,500.00 |
| | | | | Grand Total | \$377,750.00 |
| | | | | | |

Minority Impact Statement

Pursuant to 2008 Iowa Acts, HF 2393, Iowa Code 8.11, all grant applications submitted to the State of Iowa that are due beginning Jan. 1, 2009, shall include a Minority Impact Statement. This is the state's mechanism for requiring grant applications to consider the potential impact of the grant project's proposed programs or policies on minority groups.

Please choose the statement(s) that pertains to this grant application. Complete all the information requested for the chosen statement(s). Submit additional pages as necessary.

- ☐ The proposed grant project programs or policies could have a disproportionate or unique **positive** impact on minority persons.

Describe the positive impact expected from this project:

Indicate which groups are impacted:

- ☐ Women ☐ Persons with a Disability ☐ Blacks ☐ Latinos ☐ Asians
☐ Pacific Islanders ☐ American Indians ☐ Alaskan Native Americans ☐ Other _____

- ☐ The proposed grant project programs or policies could have a disproportionate or unique **negative** impact on minority persons.

Describe the negative impact expected from this project:

Present the rationale for the existence of the proposed program or policy:

Provide evidence of consultation with representatives of the minority groups impacted:

Indicate which groups are impacted:

☐ Women ☐ Persons with a Disability ☐ Blacks ☐ Latinos ☐ Asians
☐ Pacific Islanders ☐ American Indians ☐ Alaskan Native Americans ☐ Other _____

☒ The proposed grant project programs or policies are **not expected to have** a disproportionate or unique impact on minority persons.

Present the rationale for determining no impact:

The Ottumwa trail system is free and accessible to all residents and visitors to our community. Trail users, as observed, represent a cross section of our community.

I hereby certify that the information on this form is complete and accurate, to the best of my knowledge.

Name: Kim Hellige

Title: President, Wapello County Trails Council

Definitions

"Minority Persons," as defined in Iowa Code 8.11, means individuals who are women, persons with a Disability, Blacks, Latinos, Asians or Pacific Islanders, American Indians, and Alaskan Native Americans.

"Disability," as defined in Iowa Code 15.102, subsection 12, paragraph "b," subparagraph (1):

b. As used in this subsection:

(1) "*Disability*" means, with respect to an individual, a physical or mental impairment that substantially limits one or more of the major life activities of the individual, a record of physical or mental impairment that substantially limits one or more of the major life activities of the individual, or being regarded as an individual with a physical or mental impairment that substantially limits one or more of the major life activities of the individual.

"*Disability*" does not include any of the following:

- (a) Homosexuality or bisexuality.
- (b) Transvestism, transsexualism, pedophilia, exhibitionism, voyeurism, gender identity disorders not resulting from physical impairments or other sexual behavior disorders.
- (c) Compulsive gambling, kleptomania, or pyromania.
- (d) Psychoactive substance abuse disorders resulting from current illegal use of drugs.

"State Agency," as defined in Iowa Code 8.11, means a department, board, bureau, commission, or other agency or authority of the State of Iowa.